

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,336 tons.....Captain W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "KINSHAN,"1,991 "....." J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Departures from Macao to Hongkong on week days at 7:30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,119 tons.....Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"2,588 tons.....Captain J. Wilcox.
 "NANNING,"1,569 "....." C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1907.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIMAHU ...	JAVA	First half February	JAPAN	First half February
TJILIWONG ...	JAPAN	Second half February	JAPAN	Second half February
TJILATJAP ...	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 10th January, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI
 25, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. B. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUE ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12th July, 1906.

TSIN TING.
 LATEST METHOD OF DENTISTRY.
 STUDIO AT NO. 14, D'ARVILLE STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

BRISBANE, PERNAMBOCO, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAYERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the steamship SEYDLITZ, Captain C. Damera, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th January, Cargo and Special will be received on Board until 5 P.M., on TUESDAY, the 15th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 15th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	61. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	41. 0. 0.	16. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	17. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo.

Interruption of the Voyage in Egypt!

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
MANILA	1,790.	FRIDAY, 1st February.
PRINZ WALDEMAR	3,227.	THURSDAY, 28th February.
PRINZ SIGISFUND	3,392.	THURSDAY, 28th March.

ON FRIDAY, the 1st day of February, 1907, at Noon, the Steamship MANILA, Captain Minssen, with Mails, Passengers and Cargo, will leave this port as above, the steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£18.—	£18.10	£14.00
TO BRISBANE	£30.—	£20.—	£14.—
TO SYDNEY	£33.—	£23.—	£15.—
TO MELBOURNE	£34.10	£24.10	£16.—
TO YOKOHAMA	\$30.00	\$20.00	\$10.00
TO KOBE	\$35.00	\$25.00	\$15.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GNEISENAU	WEDNESDAY, 16th Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 30th Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH or SOUTHAMPTON	£67. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., Ld.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage besides many others of High Rank. Prices moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1906.

HONGKONG HIGH-LEVEL TRAM.

WAYS COMPANY, LIMITED,

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. and 9.15 p.m.	Every half hour.
9.45 p.m. to 11.15 p.m.	Every 15 minutes.
11.15 p.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 1.55 p.m.	Every 10 minutes.
1.55 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 7.00 p.m.	Every 10 minutes.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra cars at 11.30 and 11.45 p.m.	
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, 28, Des Voeux Road Central.	
JOHN D. HUMPHREYS & SON, Liquidators.	
Hongkong, 27th August, 1906.	

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAN BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and

P. & O. SPECIAL LIQUOR SODA WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1906.

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following vessel during her stay in Hongkong Harbour:—

E. B. SURYON, American ship, Captain

Bismann—Amold, Karberg & Co.

FURNITURE WAREHOUSE.

LI KWONG-LOONG & CO.,

司公隆李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their FURNITURE STORE

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Arms to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers

Hongkong, 2nd October, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of

JAPANESE FINE ART CURIOUS, TEA SETS, and SATSUMA WARE.

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CHAMPAGNE

DE
ST. MARCEAUX
& CO.
REIMS
1898 Vintage.

VIN BRUT AND VERY DRY.

Per Case 1 dot, quarts \$18.00
" 2 dot, pints 50.00A. S. WATSON & CO., LIMITED,
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 4th January, 1906.

The HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not interfere to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 20 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 10, 1907.

THE ROYAL VISIT—A
SUGGESTION.

Last year, almost to the very day, the son of the distinguished visitor, who is expected to arrive in Hongkong in the early part of next month, was accorded by the community a reception which was eminently calculated to display the loyalty of the Colony to the King and their regard for His Majesty's representative. When it was learned that H.R.H. Prince Arthur of Connaught had been appointed to lead an embassy with the object of investing the Emperor of Japan with the insignia of the Order of the Garter, preparations were set on foot to afford His Royal Highness some idea of the patriotic pervading the British section of those resident in this important outpost of the Empire. The opportunity was also afforded the representatives of other nationalities, and especially of the Chinese community, of expressing their appreciation of the advantages they enjoyed under the British flag. Although H.R.H. the Duke of Connaught, who will be accompanied by the Duchess and Princess Patricia, is expected to reach Hongkong in a few weeks, there does not seem to have been any suggestion so far that a similar compliment should be accorded the Royal Visitors. It is true that Prince Arthur of Connaught was welcomed by the King's direct representative, while the Duke is visiting this part of the world not as an ambassador but in his official capacity as Commander-in-Chief of the Forces, but that is no reason why His Royal Highness should not receive a welcome

equally as spontaneous and enthusiastic as that accorded to his son. If there is any intention of framing a programme expressive of the sentiments of the Colony towards the Royal Family, then it is about time that a committee should be formed to make the necessary arrangements, so that they may be submitted to His Royal Highness for approval before arriving in Hongkong. Already Singapore has taken steps to maintain the traditions of the Settlement as faithful subjects of the Crown. The President of the Municipal Council called a meeting last week to consider the terms of a communication which he had received from the Colonial Secretary on the subject, in which it was stated that the Royal party would be in Singapore from the 14th February till the 18th February—that is to say, on the return of the Duke from Hongkong. But His Royal Highness will be in Hongkong at least a couple of weeks before that date, and if it is considered necessary that preparations should be begun in Singapore now, it is all the more desirable that Hongkong should take immediate steps to mark the occasion. In the Southern Settlement the Government have appointed a special committee which will act in combination with a committee representing the Municipal Commissioners. We would suggest that a committee should be formed in Hongkong representative of the professional, commercial, shipping and general interests of the Colony, and it should be really representative and not a mere collection of Peak reservationists, or those seeking temporary self-glorification. It may be that those who are generally to be relied upon to take the initiative in such public functions are awaiting the return of Sir Matthew Nathan, before taking active measures to accord the distinguished visitors a reception worthy of Hongkong, but it might be well to take time by the forelock and commence discussing the arrangements at once. As a matter of fact, the Governor could take no part in the initial stages of the committee's operations; his sole duty being to receive the programme as adopted by the reception committee, making suggestions as to the elimination or addition of any features which in his opinion might be considered desirable, and transmitting the programme to His Royal Highness. Accordingly, if a representative committee could be got together within the next few days, they might be in a position, on the resumption of office by Sir Matthew Nathan, to present His Excellency with their views on the subject of the reception, and thus avoid the pitfalls which occur when matters such as these have to be rushed through in view of the prominent part taken by Sir Paul Chater in the rejoicings which took place when the Duke of Connaught was last in Hongkong, and bearing in mind the fact that he is the District Grand Master of the Freemasons in Hongkong, of which His Royal Highness is supreme ruler, and in view of the fact that Sir Paul is the senior unofficial member of the Executive Council of the Government of Hongkong, we might be allowed to hint that to Sir Paul belongs, in a peculiar measure, the duty of convening a meeting of citizens to determine what shall be done on this felicitous occasion.

GAMBLING IN MALAYA.

Most people who have been resident in the Orient for any length of time, and have given some consideration to the vexed question of gambling among the Chinese, will endorse generally the reply which the Under Secretary of State for the Colonies gave to a private member of the House of Commons who had submitted an inquiry on the subject of gambling in the Federated Malay States. It is practically impossible to convey to the minds of a certain section of English legislators the almost ineradicable habit, which exists among the Chinese—particularly those who live from hand to mouth—of gambling whenever opportunity offers. Laws have been enacted prohibiting indulgence in what is recognized to be a vice equally as potent in its evil effects as the opium habit, but it can scarcely be asserted that the speculative instincts of the Chinese coolie have been overcome by the passing of local ordinances. Almost every day the police authorities are raiding suspected gambling dens and dragging gamblers before the Magistrate, but no appreciable diminution in the number of those who are prepared to defy detection is yet apparent. Under the very eyes of Government officials, in the dockyard, for example, the labourers are found engaged in winning away the passing hour by a wild form of the games of chance which are peculiar to the Middle Kingdom. If, therefore, the enforcement of the gambling Ordinance is hedged about with difficulties in a Colony whose population is estimated to be a dwarf area how much more difficult must it be to set the law in effective operation in a country where the people are so scattered as the tribes of Israel, and whose actions are governed less by the power of the legislature than by the will of the mine owners? When Mr. Churchill stated that the Chinese alone were allowed to gamble in the F.M.S.

because gambling was a national habit to an extent unknown among the other races inhabiting the peninsula, his remark was greeted with laughter, which shows how much the Tories know about the subject, or any other subject for that matter. As a matter of fact Mr. Churchill might have stated that the Chinese in Malaya are practically the only people who indulge in gambling, for it is rarely that the Malay can be sufficiently aroused from his torpidity to join in the excitement engendered by *funtan* and nobody ever heard that the aborigines were addicted to the custom. The Under Secretary of State proceeded to say that "Total prohibition is regarded by the best qualified judges as impracticable at present in the case of Chinese, and the only alternative is to regulate the practice of gambling, so that it may do as little harm as possible." In deciding that the immediate abolition of licensed gambling is impracticable the Secretary of State and the Government of the Federated Malay States have not been governed by financial considerations. They are, however, satisfied that if gambling were at once prohibited the prohibition would be ineffectual. The licensed houses would be abolished, but their place would be taken by secret gambling halls, where gambling would be carried on without any of the restrictions now imposed, and in circumstances likely to lead to frequent outbreaks and disturbances of the peace. The majority of "China hands" will concur in that *dictum*, and even go further and hold that if licensed gambling were abolished, new and more demoralizing vices would arise which would put in the shade the revolting conditions which are alleged to prevail in the South African mine compounds. No one will doubt that the Imperial Government is anxious to put a stop to gambling, but just as men cannot be made temperate by Act of Parliament so the Chinese instinct to gamble cannot be restrained at a moment's notice by Ordinances which can be but perfunctorily enforced among a widely scattered population. "Siam has been cited as an example of what should prevail in Malaya, but if any one believed for a second that because the licensed gambling houses are closed, except on certain appointed days of the year, that gambling has ceased in Bangkok he is vastly mistaken. Gambling is a temperamental vice which may be regulated to a certain extent but will take all the powers of iron-handed authority to suppress.

JAPAN IN PARAGRAPHS.

Japan has since the conclusion of the her position as a commercial factor that all who are interested in Far Eastern affairs have watched intently the progress of events, and endeavoured to form some idea of the ultimate result of her unbounded ambition. It must not be forgotten that wherever the Japanese merchants have given evidence of their ability to secure and to hold a share in the commerce of the world they have received the support, both moral and material, of their Government; and in this respect have had the advantage of the majority of other traders in the Far East. Not only that, but the success of the Japanese arms has led to the conviction, which is firmly held by Japanese financiers, that Japan's claims to recognition as a manufacturing as well as a military nation are irrefragable; and it is to be feared that there are some people who regard the islanders as suffering somewhat from a form of exaggerated optimism. However that may be, there is no question that the Japanese are extremely clever in adapting the best features of all nations; from the construction of battleships to the manufacture of matches. One evidence of this capacity to imitate and improve is found in the "Japan Year Book" which we have just received through the courtesy of Mr. B. Mori, of the Nippon Yusen Kaisha. The volume is dated 1906, but as it was issued at the end of last year the date may be said to be rather misleading. The "Japan Year Book" is a curious combination of encyclopedia, Willaker's Almanac, Hazell's Annual and Who's Who; it is, in fact, a variety of Blue-books and an olla podrida of information relating to Japan. The compilation of such an olla podrida of facts and statistics must have involved enormous labour and extreme attention to detail. The other day we referred to the competition which Japan is offering to the sugar refiners of Hongkong; but the statistics on that particular subject are not up-to-date; they are only brought down to 1905; which means that no idea is afforded of the immense strides that have been taken by the refiners of Japan during the past year or the numerous combinations that have been formed or are in the chimney stage. That can be remedied by those interested in the subject by reference to the Official Government publications, and it is one of the few bibliographies we have found recently glancing through the "Year Book." As this is only the second year of publication allowance must be made for omissions; but it might suggest that an effort should be made to bring the figures down to the end of the immediately preceding fiscal year, for in a book published in 1906 one expects to get

near the actual position than 1904. One of the most valuable features of the work is the section entitled "Who's Who." Time and again we have been tormented by telegrams referring to Japanese personages whose titles and careers were not readily to be discovered, but we anticipate that that trial of the journalist has passed away, now that the "Year Book" is at hand. The volume deals with all sorts of subjects from diplomacy to charity, from earthquakes to sanitation, and from finance to arts and crafts. It is the *vaudeville* of all who are concerned with things Japanese. The compilers explain that the English used in neither the King's nor the President's but Japanese-English, which disarms those who might criticize the proof-reading, but as a matter of fact one forgets the phrasing in absorbing the facts. The "Japan Year Book" should be on the desk of every business man. It is published at Tokyo.

LOCAL AND GENERAL.

The French mail of the 11th December was delivered in London on the 9th inst.

SECOND LIEUTENANTS L. DAWES, and W. L. JONES, and BATTALION MIDDLESEX REGIMENT, have passed the examination for promotion.

THE DUKE and DUCHESS of CONNAUGHT are well forward with their preparations to depart on the 10th prox, for Hongkong. Their Royal Highnesses come to town from Bagshot on 10th inst., says the *L. & C. Express* of 14th ult.

UNDER the auspices of the Hongkong Odd Volumes Society the Hon. Stephen W. Nickerson, M.A., Counselor at Law of the Supreme Court of the United States, will deliver a lecture "Money and Civilization," at the City Hall, on Monday, 14th inst., at 5.15 p.m. Mr. H. E. Pollock, K.C., will preside.

THREE Chinamen, who had no business to be in the Hongkong Hotel, were found in the servants' quarters at eight o'clock yesterday morning, by the manager, Mr. H. Haynes. They were charged before Mr. C. A. D. Melbourne, at the Police Court, to-day, with the offence and each man was fined \$5.

PORTIONS of the German Imperial estimates for the financial year 1907, including those for the German colonies, have been published. Kiaochow, with a revenue of £77,135 and an expenditure of £66,391, will require a subsidy of £108,785, or £165,725 less than this year. For the purposes of the military administration £166,962 will be required, and £62,343 for the civil administration. A further instalment of £116,000 is put down for the harbour works, which will thereafter require a final instalment of £143,500.

DISPATCHES from the China Station state that the first-class cruiser, *King Alfred*, flag-commanding the China Squadron, made a magnificent scoring at her recent gunlayer's test, the target being shot into fragments. Some years ago, the China Squadron held the blue ribbon for straight shooting, and it looks as if the squadron was bidding fair to rehabilitate itself. In these notes frequent inference has been made to the very important matter of accurate long-range shooting.

Mr. Joseph Collinson, on behalf of the Indian Communitarian Committee, having recently called the attention of the Earl of Elgin to a passage in the recently issued report for 1905 on the Criminal Statistics for Ceylon by Mr. Walter Pereira, K.C., Solicitor-General, who proposes that the lodging of native prisoners should henceforth be administered in public because the infliction of this punishment in private was not sufficiently deterrent, has received a reply stating that the attention of the Secretary of State had already been drawn to the passage in the report of the Solicitor-General for Ceylon, and his lordship has pointed out to the Governor of that colony that the suggestion of public lodging is not one which could be entertained.

BEFORE the steamer *Shan Lee* cast off her mooring to leave for Canton last evening two insignificant looking individuals boarded her and going down to the lower deck walked to the further end of the ship and asked leave of the passengers to put out their luggage for inspection. These men were suspected of being smugglers, but they were not interfered with until they had made themselves comfortable on board ship. They complied with the order and during the search 127 rounds of ammunition were found in one of their bundles. The trio was arrested. Inspector Ritchie arraigned them before Mr. C. A. D. Melbourne, at the Police Court, this morning, when one of the defendants pleaded guilty to being the owner of the ammunition. He was fined \$10 and the ammunition ordered to be forfeited. The other two men were discharged.

THE *Plover* points out that the railway which the French Government are building from Haiphong, on the Tonkin coast, to Yunnan-fu is already in working order for some 200 miles in Chinese territory and that it should reach Moukha 200 miles from this frontier and an important distributing centre for foreign imports in the spring of 1908. The *Plover* anticipates that a monopoly will be established for French goods at foreign articles now pay 20 per cent. transit duty, which are not likely to be reduced. This, it is urged, is a matter of direct interest to India, as cotton yarn from Indian mills is sent in large quantities to Moukha. The Tonkin mills, which are increasing their output, are expected to try to secure the whole of this trade, and the suggestion is made that further surveys should be undertaken with a view to giving Upper Burma good railway connection with Yunnan.—*L. & C. Express*.

CANTON LAY BY DAY.

YUEH-NAN RAILWAY.

(From Our Own Correspondent.)

Canton, 9th January.
By order of the Viceroy the Provincial Treasury and Taotai Hsin Tung, Directors of the Government Railway Bureau, have issued a proclamation notifying the Canton-Hankow Railway Company and the public that some assistants have been appointed to work jointly with the shareholders. Chan Keng Yu, Yeung Sai Ngam, merchants of Hongkong, and two others to examine and audit the accounts of the Railway Company. This examination of the accounts of the Company was specially authorized by the Viceroy with the object of protecting the railway interest and shareholders. On the 7th instant Taotai Hsin Tung accompanied by Yeung Sai Ngam and some Canton shareholders went to the Railway Company's office to examine the accounts and there was a large gathering of other Canton shareholders. Before much of the work of investigation was done, thundering noises were raised by the crowd and everything was in great confusion; then Taotai Hsin Tung and his companions at once withdrew. Had they not prepared the necessary precautionary protection of soldiers, they would probably have encountered some trouble. This scene has come about because Chan Keng Yu and Yeung Sai Ngam were not recognized by the Railway Company as shareholders, for they did not remit their capital to the Company's office but deposited it in some Hongkong bank. The disturbance could by no means be quelled, for a majority of the 72 guilds and the 9 hospitals sided with the Company and protested against these Hongkong merchants. The officials of the Company said that they were quite willing and ready to let the officials examine their accounts, but not the said Hongkong merchants, and that the latter have no right to interfere with the Company's working; as they had not registered their shares in the Company's office. The Company have established a Shareholders' Meeting Hall in Fu Shan Street west, where meetings will be convened on railway matters. On the evening of that day when the trouble of the day was over, the Company at once sent out circulars asking the merchants of the 72 guilds to a meeting to devise means to maintain the interest of the Company. From the present outlook it is expected that there will be further troubles about the railway affairs which will get more tangled than ever.

KWAOTUNG ARMY.

The proposals forwarded by the officials of the Military Department in connection with the proposal to reform the Kwangtung army and to increase the force, as I reported on the 7th instant, have been favourably approved of by the Viceroy.

RIFLES FOR THE ARSENAL.

As the Viceroy's Commission has taken with him to Yunnan 8,000 pieces of Mauser rifles from the Canton Arsenal, the officials of this establishment have now arranged with a certain German firm to replace these rifles away.

"LIBERTY" IN THE PHILIPPINES.

SOUND ADVICE TO THE NATIVES.

In the course of an editorial which appears in the *Mantle Times*, of the 3rd inst., the following sound advice is offered the native Filipino: In his last report prior to his resignation Governor Shanks of Cavite told the same story of liberty under the American flag being construed as liberty to do nothing and of the labouring men of the province slitting at home most of the day plucking their roosters while the carabao ate their heads off in the fields. He said there could be no question that much of the hard times was due to the lack of the spur the Spanish Government used to apply to the man capable of work, compelling him to do something and not be a mere consumer of the earth, living from hand to mouth and depending chiefly on kind Mother Nature to furnish him his food. But, our Filipino friends and our Filipino newspapers will still raise the cry of hard times and keep on lamenting their misery. They will still keep on blaming the Government and all Americans for the country's poverty and continue to hold out supplicating hands for sweet charity and another dollop from the Congressional fund. While impracticable it would still be the best sort of benevolence could some kind depot come along and seize by the scruff of the neck every able-bodied Filipino not "occasional" and force him to get down and dig and produce something for about 300 days in the year. We would then hear no cry of hard times or distress or a country languishing and ancient. What is really anemic is the spirit of the Filipino people. What they need is a little more backbone and sticktoitiveness, a little more grit and a little less aversion for hard and continued work involving sweat and expenditure of muscular energy. We venture the assertion that there is to-day no need for an able-bodied Filipino to go idle. The one factor that has probably done more than anything else to scare away capital from these islands is the unscrupulous quantity of the available labour. Work! There lies the real economic salvation of these islands without which agricultural banks and thrift reductions will profit nothing.

JAPANESE in Netherlands says a contemporary are on the same legal footing as Europeans, but Chinese, though born in the country are classed as Asiatics and such are appointed under special laws. The Dutch Government will not budge from this. The result was that many Chinese went from Java to Formosa where they secured Japanese nationality by naturalization, and as such, returned to Java to be put on the same footing as Europeans. Two wealthy Chinese, who can both speak and write Dutch, have applied to Government to have the privileges of Europeans. The Resident of the province in which they lived supported the application, but the Government would not be moved, and the request was refused.

E. L. E. G. R. A. M.

HONGKONG TELEGRAPH SERVICE.

OPIMUM MERCHANTS' ALARM.

PETITION BY BRITISH FIRMS.

RUINOUS LOSSES FEARED.

(From Our Own Correspondent.)

Shanghai, 10th January.

12.35 p.m.

Thirteen British firms which are interested in the Opium trade have addressed a petition to the Consul-General for Great Britain, Sir Polham Warren, requesting that the earliest information may be afforded them regarding any action which the British Government may contemplate in connection with the abolition of the Opium trade.

They also urge that if the Opium trade is to be terminated by the mutual consent of the British and Chinese Imperial Governments, the process should be carried out gradually so that the ruinous losses, which would otherwise have to be borne by the Opium merchants, might be obviated.

AN UNEXPECTED COLD BATH.

SURPRISING A SANITARY FOREMAN.

The foreman in the Sanitary Department, looking like a drowned rat and shivering like a reed in the wind, trailed into the charge-room of No. 7 Police Station yesterday afternoon, leaving miniature rivulets behind him. He complained to the officer at the desk that a coolie employed at No. 16, Belchers Street, had given him a soaking. An officer accompanied him back to the spot and the Indian foreman pointed out the man, who turned out to be the cook of the house, and he was arrested on a charge of disorderly behaviour. The foreman told the police that his duty was to see that all latrines and latrines were kept in proper condition. While on duty in the lane at the back of Belchers Street yesterday he noticed a heap of building rubbish at the back door of house No. 16. He looked in through the window of the house and saw the cook washing some clothes. The foreman then called out to the cook, "What are you doing?" yelled the cook, when he saw the Indian foreman looking at him, at the same time emptying the contents of the tub over the Indian who was soaked to the skin. The infuriated cook was arraigned before Mr. C. A. D. Melbourne, at the Police Court, to-day, and, pleading guilty to the charge, was fined \$5.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup was held at Happy Valley from the 5th to 7th January, 1907. The following returns were made:

CAPTAIN'S CUP.

Mr. C. H. Gale	88-13-75
Mr. A. Gillies	80-8-80
Mr. A. Morley	98-18-80
Mr. W. J. Saunders	88-7-81
Honi Mr. F. J. Bidley	92-10-82
Mr. T. C. Gray	92-9-83
Mr. W. C. D. Turner	95-11-84
Mr. H. Pinckney	93-8-85

POOL.

Mr. C. H. Gale	88-13-75
Mr. A. Morley	98-18-80
Mr. W. J. Saunders	88-7-81
Mr. T. C. Gray	92-9-83

Mr. C. H. Gale was the winner of cup and pool. The next competition will be for the Robertson Farwell Cup and will be held at Happy Valley from the 12th to 14th January, 1907.

THE commissioning of the sloop *Pandora* for survey on the Australian Station—and possibly, as a later date, on the China Station—will take place in February next, the commissioning of the sloop being very fairly well advanced at Sheerness. Commander E. C. Hardy, who up till recently was employed in the Hydrographic Department of the Admiralty, has been appointed to the command of the *Pandora*. He has been nearly 27 years in the Royal Navy, and reached his present rank in June, 1905. He was a midship on the *Recluse*, during the Egyptian War, 1882 (medal and Khedive's star).

SHIPPING AND MAILS.

MAILS DUE.

American (China) 11th inst.
Canadian (Empress of India) 12th inst.
Australian (Tasmania) 14th inst.
German (Seydlitz) 14th inst.
Indian (Lalanga) 15th inst.
German (Graf von Helldorf) 15th inst.
German (Hansa) 15th or 16th inst.

The a.s. *Shimoda* arrived at New York on 8th inst.

The a.s. *Glenn* (formerly *St. George*) left for New York on 8th inst.

The P.M.S. *St. George* left for New York on 8th inst.

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TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.
THE FAMINE IN CHINA.
PEASANTS FLEEING THE COUNTRY.

REFUGEES AT CHINKIANG AND NANKING.

[From Our Own Correspondent.]

Shanghai, 10th January,
12.25 p.m.

It is reported that 17,000 refugees from the famine districts have arrived at Chinkiang.

There are 30,000 famine-stricken peasants at Nanking.

[Reuter's.]

Germany and the United States.
LONDON, 8th January.

The Kaiser has sent an official, at his own expense, to investigate the commercial and financial conditions of the United States. The Emperor is also sending six army officers to study the people and the country.

Later.

Russia and Japan.

The Standard is authoritatively informed that the prospects of the conclusion of the Russo-Japanese fishery negotiations are satisfactory.

Great Britain and Russia.

The postponed Anglo-Russian entente will be concluded immediately on the settlement of the Russo-Japanese negotiations.

Russia and Great Britain have already agreed upon a common policy in Persia in the event of the death of the Shah.

The Reconstruction of the British Fleet.

The Daily Chronicle learns officially that the reconstruction of the British fleet, as described in the Daily Mail, is merely a transference of ships, in view of the formation of the Home fleet. The number of ships and men afloat will not be reduced.

P. & O. WAR WITH GERMAN LINES.

ALLEGATIONS OF INDIAN GOVERNMENT AID.

Sir Thomas Sutherland, presiding on 11th ult. at the audit meeting of the P. & O. Steam Navigation Company, said he should like to remind the shareholders that their prosperity was due in great measure to the safe navigation of the fleet, of which they were the sole underwriters, and which cost originally 81 millions sterling. During the present year they had acquired 57,000 tons of new shipping at a cost of £1,656,500. If the profit was not equal to that of a great brewer or banker, it was, at all events, on a par with the profit earned in enterprises similar to their own.

Their profits would have been much greater had it not been for certain adverse circumstances. Prominent amongst those was the war in rates to India, which had prevailed during the last eighteen months, and still continued. The dispute arose entirely because the German opponents resisted their right to load at Antwerp, which was in no sense a German port, for Calcutta and Bombay, which were in every sense British ports. Their competitors hoped by rushing into a desperate conflict to assure to themselves a permanent monopoly of that trade.

Although the war rates were being continued, he believed that negotiations were pending, but the India Government and the railways did not give the P. & O. too much encouragement. The P. & O. ships ran at regular times, whether full or empty, but the India Government gave their encouragement to a large number of vessels, which were put on the trade against the P. & O. That policy had unduly encouraged their German competitors. Although he believed no Government cargo had been loaded in Germany yet, it had been extensively loaded in the ships which had been worked in concert and alliance with their German opponents.

CHINESE IN LIVERPOOL.

Mr. W. Rutherford asked the Secretary of State for the Home Department whether his attention had been called to the recent increase in the number of Chinese settled in Liverpool and Birkenhead; whether he was aware that there are some 70 Chinese laundries in Liverpool and Birkenhead; and whether he proposed to take any, and if any, what action in the matter. Mr. Gladstone: I understand that there has been some increase in the number of Chinese settled in Liverpool, but none in Birkenhead. There are altogether 63 Chinese laundries in the two places. It is not the practice of the Chinese who resort to Liverpool and Birkenhead to bring women with them. As regards the last part of the question, I am informed that, since the cases to which I referred in my reply to the hon. member on April 5 last, the police, though they have kept strict watch, have not been able to get evidence on which proceedings under the Gaming Act could be instituted. In the circumstances there is no action that I can take.

INDO-CHINA STEAM NAVIGATION COMPANY.

A meeting of the shareholders in the Indo-China Steam Navigation Company, Limited, was held on 11th ult. under the chairmanship of Mr. W. Kewick, M.P., for the purpose of confirming the special resolution, passed on Nov. 26, in regard to the alteration of the articles of association, and of considering special resolutions as to the division of the existing 120,000 ordinary shares of £10 each into two shares of £5 each, preferred and deferred, and an apportionment of the rights of each class of shares as from Jan. 1 next, together with a motion making certain consequential alterations in the articles of association.

The Chairman announced that they were doing their best to secure a fifth director who was specially acquainted with the trade of China, and he hoped that before the next meeting one would be appointed. Regarding debentures, he trusted the issue might be moderate, and said the Board did not intend to go even to one-half of the amount of the issued capital if they could possibly avoid it. There was no occasion to do so, especially when debentures could be issued on reasonable terms and paid off, thus liberating the capital of the company. Shareholders would benefit by deriving a better dividend. As to converting the reserve fund into cash, hitherto the reserve had been very satisfactorily disposed of in building steamers, but with preference shares and debentures to have a reserve available for troubled times was a sensible and reasonable way of dealing with the issue of capital. When the shares were divided, holders of either a large or a small number would vote as usual, it not being contemplated to interfere in any way with voting powers. When the debentures were issued depositors would, of course, be in a preferential position to all shareholders, whether ordinary or preferred, but he did not think they would take preference over the debenture holder.

The special resolution was then put to the meeting and confirmed, after which the Chairman submitted the motion regarding the division of the existing 120,000 shares, and said that representation having been made to the board that the fixed cumulative preferential dividend of 5 per cent. per annum was too low and suggesting 6 per cent., they had considered the matter, and, while recognizing that the ordinary shares would be thrown a little into the background, they believed the company was sufficiently sound and would be sufficiently profitable to admit of the 6 per cent. being paid. If it was the wish of the meeting they would substitute 6 per cent. for 5 per cent.

The alteration having been effected, the motion was put to the meeting and carried unanimously. The resolution altering the articles of association in accordance with the foregoing proposals was also carried.

The Chairman, in reply to a question, explained that the board had not yet considered how it was proposed to issue the new shares. Whether they would be submitted to the shareholders at present interest, or simply by making an announcement that a certain number of shares would be issued, was for the board to consider when the question arose.

A vote of thanks to the chairman closed the meeting.

THE CHENG SHOOTING ACCIDENT.

FRANCE WILL PAY SATISFACTION.

A despatch from Washington to a contemporary says that the French Government will pay an indemnity to the family of Lieut. Clarence England, U.S.N., who was killed last August by shots fired from a French warship at target practice. Lieut. England was on the bridge of the cruiser Chateau, of which vessel he was executive officer, coming out of the harbour of Chefoo, China. The French ship was practising with a rapid fire gun. One of the projectiles struck Lieut. England, who died a few hours afterwards. It was said at the time that the French ship was careless, in that its gunner did not cease firing when the Chateau was seen to be leaving the harbor. The State Department looked into the case some weeks ago. The attitude of the French Government has been very satisfactory and it has not been necessary for the State Department to make any demands. As a matter of fact, the French Foreign Office inquired if, in the event of Lieut. England having a dependent family, an indemnity would be received. The State Department took up the matter with the Navy Department, the wishes of the family of the officer have been ascertained and France will close the incident.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory: On the 10th at 11.55 a.m.—The barometer has risen over China and Japan.

The Misticloche, which is of considerable intensity, is central over the continent to the North of the Yangtze. Over the S. part of the Philippine Archipelago pressure remains low and a depression appears to be situated in the neighbourhood of Mindanao.

Gradients are rather steep, particularly over the China Sea, and N. and N.E. gales may be expected over that area and also in the Formosa Channel.

FORECAST.

- 1.—Hongkong and neighbourhood, N. winds, fresh to gale, colder.
- 2.—Formosa Channel, N. to N.E. gale.
- 3.—South coast of China between Hongkong and Lamook, N. winds, strong.
- 4.—South coast of China between Hongkong and Hainan, same as No. 3.

THE SAU WAH RONG TROUBLE.

CASE MAY TERMINATE SERIOUSLY.

There was a rumour in circulation around the Police Court, this morning, which, though unconfirmed, is attracting attention in some quarters. It was to the effect that the Sau Wah Food and Provision case, in which H. Small, a master sinner of the Naval Dockyard, is summoning Querino Gomes, a clerk employed in the Naval Yard, J. Gomes, another clerk also employed in a naval office, and an Indian, unemployed, for assault, alleged to have taken place some days ago, while there are cross-summons of Mr. and Mrs. J. Gomes against J. Small for assault and damaging property to the extent of \$12, may perhaps terminate more seriously than was expected. As stated in last evening's issue one of the parties—the Indian—concerned in the case is in hospital suffering from injuries about the head. Now it is reported that Gomes was removed to hospital last evening suffering from internal injuries. He had been vomiting blood, during the earlier part of the afternoon and it was considered necessary to call in the police who had him removed to the Government Civil Hospital. It is alleged that his spleen is affected. Gomes refused to be taken to the Civil Hospital, arguing that, being in the employ of the Naval authorities, his place was in the Naval Hospital. This request the police refused on the ground that as he was in their hands and as they were answerable for him it was their duty to remove him to a place where they could obtain a certificate from a proper Government official in order to protect themselves. Gomes was taken to the hospital, and after the police had secured his admission papers, he left, probably with the doctor's permission, for the Naval Hospital, so it was stated. The police are having nothing to do with the case, according to them, it is outside their province, being summons cases, but, it is reported, they are watching things very closely in case something should happen when it will be their duty to step in and put things on a straight footing.

ALLEGED TRANSACTION IN WOMEN.

A COUPLE ARRESTED.

Buying and selling women and children might not be an offence in China, but to bring the slaves into this Colony after purchase is an offence which is punishable with imprisonment. When the British steamer Yingking arrived in port from Canton early this morning, Inspector E. Brown, of the Registrar General's Department, having received private information previously, boarded the vessel and arrested a man and woman, whom he bundled into a cell at the Central Police Station, and took charge of three young women, who were removed to the Po Leung Kuei, it is said, for safe custody. These women, the eldest being about twenty years of age, were alleged to have been purchased in the interior of China and brought into the Colony by the couple who are at present under lock and key, either to be re-sold to keepers of disorderly houses or for some other unlawful purpose. The man gave his name as Li Kuk, a hawker, and he was charged accordingly. The woman said she was Li Tai, a widow, but the police are of opinion that she is the wife of the man under arrest. The charges against her are similar in every respect to that of the man, only that where two girls are concerned in his case only one is against the woman. They were arraigned before Mr. C. A. T. Melbourne, at the Police Court, this morning, to answer to the charges, and the case was adjourned.

A PETITION TO THE EMPEROR.

EXCITING SCENE IN TOKYO.

A personal appeal to the Emperor was attempted on the 30th ult. while His Majesty was on his return journey from the House of Peers after the opening ceremony of the Diet.

When the Imperial cortege was passing by the official quarters of the President of the House of Peers a man wearing a cotton kimono sprang from among the crowd of spectators in the roadway holding in his hand a petition. He attempted to approach the third carriage before the Imperial carriage shouting "Petition!" "Petition!" The man was immediately arrested by the police officials and taken to the Kojimachi police station amidst many manifestations of indignation and considerable excitement. He is said to be a native of Tochigi, named Sekiya Takijura (aged 37), at present employed as an operative at a printing office at Kudan, Tokyo. He professes Socialism and intended to personally present an appeal to His Majesty urging political reforms.

It is stated that a man apparently about the same age but dressed in European clothes was seen to take from his pocket the address, and hand it to Takijura as he made his audacious attempt.—Japan Chronicle.

RECRUITING OF CHINESE COOLIES.

On the 10th ult., Mr. Churchill, replying to Major Seely, stated that the British Consul Officers had been instructed to resume as from November 15 last, the functions delegated by them to the Triennial Immigration Board in respect to the recruiting of Chinese coolies and no further recruiting under the Convention was now possible. (Ministerial Circular.) In reply to Mr. Greenwood, Mr. Churchill stated that the steamship Cranley left Hongkong on November 27 with 1,000 coolies on board for the Rand. It was the last vessel that would carry Chinese coolies to South Africa, as the Consul authority to recruit and embark was withdrawn on November 30.

SHANGHAI DOCKS.

NO INTERIM DIVIDEND.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of private telegraphic advices from Shanghai, informing them that there will be no interim dividend of Shanghai Dock & Engineering Co., Ltd.

MRS. PETER SIMPLE.

THE WILY STRANGER AND THE FOOLISH LANDLADY.

A Chinese woman, residing at No. 36, Belcher's Street, West Point, is at present bewailing the loss of her cash-box, which was removed from her room last evening through her own folly. At about seven o'clock that evening a stranger called at the house and inquired for a certain person, who, he alleged, was a particular friend of his. The door of the house was thrown open and the stranger invited in. That the lady of the house immediately took a fancy to the stranger is certain, for after giving him the whereabouts of the person he was looking for, begged him to stay for a few minutes for a cup of tea and a smoke. The invitation was accepted on the spot and the pair engaged in a long conversation.

"I suppose you have no fear of burglars entering the house during the night?" the stranger queried in his best Cantonese.

"I don't think there will be any difficulty of a robber gaining the verandah by means of the waterspout, but then the verandah doors are all closed," the lady replied, tartly.

"Now suppose robbers entered the house what difficulty would there be for them to secure your cash-box?" he asked.

The woman said that her cash-box was hidden in such an open place that the robbers would not dream of looking there for anything valuable. Could he guess where it was hidden?

The stranger said he could not. "Well, I'll show you," went on the foolish woman, and taking him into her cubicle showed him where her cash-box was concealed. After that they returned to the parlour. A few minutes later she was called into another room. When she returned the stranger was gone and so was her cash-box, which contained two gold sovereigns, \$50 odd in notes, and \$75 worth of jewellery. She hurried to No. 7 Police Station and reported the matter to Inspector or Collect, who has the matter in hand.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Banks \$335, National Bank \$49, Union Insurance \$700, Hongkong Fire \$340, China Fire \$93, China Sugar \$120, Hongkong Docks \$147, Hongkong Wharves \$15, 24 in Shanghai, Hongkong Lands \$109, Hongkong Hotels \$111, Humphreys Estate \$114, Electric \$151, Lee \$230, China Light and Power \$91.

Sellers:—Canton Insurance \$207, H.K. & C. M. Steamboat \$32, Douglas \$36, Shell Transport \$30, Kowloon Wharves \$96, West Point \$56, Hongkong Cottons \$123, China Borneo \$10, Cements \$212, Ropes \$21.

Sales:—Hongkong Fire \$340, H.K. & C. M. Steamboat \$30, China and Manilla \$212, Ropes \$21, Cements \$212, China Lights \$93.

Nominal:—Shanghai Docks \$103, Provident \$53, Dairy Farm \$108, Tramways \$215, A. S. Watsons \$12, Powells \$33.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/3 1/2
Do. demand "right" 2/3 1/2
Do. 4 months "right" 2/3 1/2
France—Bank T.T. 2 1/2
America—Bank T.T. 2 1/2
Germany—Bank T.T. 2 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Shanghai—Bank T.T. 7 1/2
Singapore T.T. 4 1/2
Japan—Bank T.T. 110 1/2
Java—Bank T.T. 36 1/2

Buying.

4 months sight L/C 2/3 1/2
6 months sight L/C 2/3 1/2
30 days sight San Francisco & New York 5 1/2
4 months sight do 5 1/2
30 days sight Sydney and Melbourne 2 1/2
4 months sight France 2 1/2
6 months sight do 2 1/2
4 months sight Germany 2 1/2
Bar Silver 37 1/2
Bank of England rate 6 1/2
Sovereign 8 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follow:—

Malwa New 800/820
" Old 830/850
" Older 870/900
" Oldest 870/900

Patna New 500/520
" Old 500/520
Benares New 525/550
" Old 525/550
Persian (Paper) 500/520

Fract Meire, Powell and Co., the well known auctioneers and valuers of Singapore, have received a brochure bearing the title "William Geoffrey's Profit," which is a tale that makes the month water. The hero comes to Singapore on a salary of \$500 a month and has what is generally called a good time, which means that he is a member of all the clubs, has a real point and enjoys the luxury of a dog cart. How he did it at the price is left for the reader to guess. At all events, after a year or so the pleasures of society began to pall and he made good resolutions as he says all done over and over again. He determined to make money and with that object telegraphs to his uncle for a matter of £1,000, and what is more, he gets it! He invests his money in land and slap bang up goes the value with a jerk. He clears a palmy \$60,000 in that deal and invests in 5 per cent. mortgages. It is rather too good to be true even if one had an obliging uncle, who would fork out £10,000 at a moment's notice, but then, the boys know, at any rate, it is a clever advertisement for Messrs. Powell and Co.'s business and should certainly attract investors. There are several excellent photographic reproductions of buildings in the Straits and the book is accompanied by a map of Singapore and surroundings.

To-day's Advertisements.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Company's Office, Victoria Buildings, on SATURDAY, 12th January, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 31st December, 1906. The REGISTER OF SHAREHOLDERS of the Company will be CLOSED from FRIDAY, the 18th January, to SATURDAY, the 26th January (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 10th January, 1907. [102]

THE TRADE MARKS ORDINANCE, 1903.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that JOHN MONTGOMERY DEATIE carrying on business as W. R. LOXLEY & COMPANY, of Victoria, Hongkong, Merchant, has, on the 24th day of December, 1906, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—The representation of a Peacock standing on the ground with its tail and wings in a perpendicular position.

The Trade Mark is intended to be used by the applicant, forthwith, in respect of the following goods:—

PAINTS, IN CLASS 1.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 10th day of January, 1907.
DENNIS & BOWLEY,
Solicitors for the Applicant.

[100]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Harbour Master, to sell by PUBLIC AUCTION, THURSDAY, 16th January, 1907, at Noon, on Board, The Steam Launch "YUT SUM," as she now lies in Causeway Bay.—Length over all 81 feet. Breadth extreme 13ft. 7in. Depth 7 feet. Engine Compound Surface Condensing. Cylinders 9 in. and 18 in. by 2 in. Stroke. Boiler Pressure 125 lbs. Hull, Boiler and Engine built in Hongkong in 1900.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 10th January, 1907. [101]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, &c., ex S.S. Mongolia and Persia. From Calcutta, ex S.S. Sunda. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

E. A. HEWITT,
Superintendent.

Hongkong, 10th January, 1907. [12]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th January, 1907. [179]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer "KWONG TONG," 1,138 TONS, E. W. WALKER, Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 7 o'clock evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock evening.

This Fine New Steamer has magnificent Accommodation for First-Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 25 (Servant and Baggage, 5 each).
The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S. CO., LTD.,
No. 2, Queen's Road West.

Hongkong, 7th November, 1906. [16]

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED ASSORTMENT

MUSIC Comio Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 20th November, 1906. [13]

THE FAMOUS AMSTEL PASTEURIZED PILSENER BEER.

THE BEER OF THE DAY.

ESPECIALLY BREWED AND PAS.

TEURIZED FOR TROPICAL CLIMATES.

NOT an imitation of preservative used. The lightest, most wholesome and delicious Beer ever put on the market.

You will reject all others when once you have used it.

PUT UP WITH CROWN STOPPERS

4 Dozen quarts or 6 Dozen pints \$16.50
Per Dozen quarts 4.15
pints 1.75

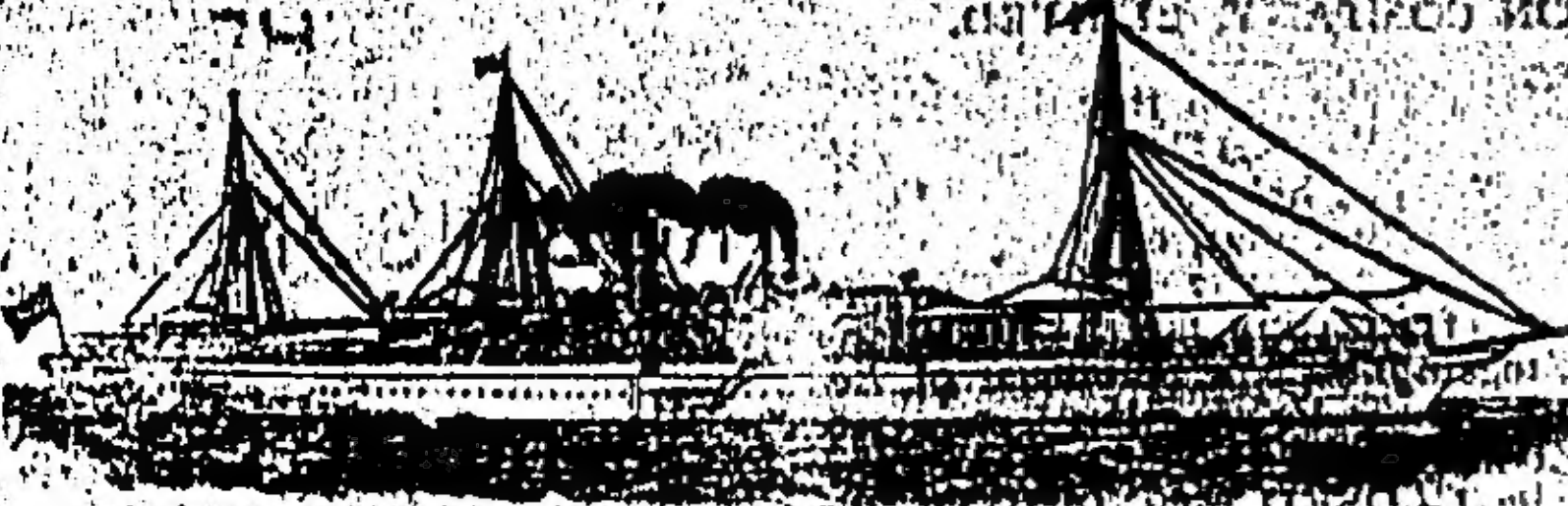
A DISCOUNT OF 10% WILL BE ALLOWED UNTIL FURTHER NOTICE.

H. PRICE & CO. WINE AND SPIRIT MERCHANTS.

Hongkong, 20th January, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Regularity.
The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. Tons. LEAVE HONGKONG. ARRIVE VANCOUVER.
"EMPEROR OF CHINA" 4,000 THURSDAY, January 17th February 4th
"MONTEAGLE" 3,163 WEDNESDAY, January 23rd February 16th
"EMPEROR OF INDIA" 4,000 THURSDAY, February 14th March 4th
"ATHENIAN" 3,882 WEDNESDAY, February 20th March 16th
"EMPEROR OF JAPAN" 4,000 THURSDAY, March 14th April 1st
"TARTAR" 4,425 WEDNESDAY, March 27th April 20th
"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,000 tons, register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260. Via New York 262.
HONGKONG to London, Intermediate on Steamers, and 1st Class on Railways.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Freight Rates, and Passage, apply to
W. CRADDOCK, (General Manager) Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 11th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	SATURDAY, 12th Jan., 3 P.M.
Kobe and MOJI	HINSANG	SUNDAY, 13th Jan., Daylight
SHANGHAI	HANGSANG	SUNDAY, 13th Jan., Daylight
MANILA	YUENSANG	FRIDAY, 18th Jan., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chiofo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMSHIP	TO SAIL
NINGPO and SHANGHAI	"KIUKIANG"	12th January, Noon.
AMOI, CEBU and ILOILO	"SUNGKIANG"	12th " " " 4 P.M.
WEI-HAI-WEI and CHEFOO	"NINGPO"	15th " " " 4 P.M.
MANILA	"TAMING"	15th " " " 4 P.M.
SWATOW, AMOI, NINGPO & SHANGHAI	"WUHU"	16th " " " 4 P.M.
SHANGHAI	"SEAKSING"	17th " " " 4 P.M.
YOKOHAMA and KOBE	"TAIYUAN"	19th " " " 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK, TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	21st " " " 4 P.M.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 12th Jan., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "ALBATROSS," "HAMBURG," and "HOLSTEN" these lines offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout, by electricity, and provided in each cabin with a bath, and a large wardrobe. The cabins are arranged on the upper decks, but the staterooms, which are of the highest quality, are on the lower decks, standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the "SILEZIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK, NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.
SCANDIA 1st February.
HAMBURG 2nd March.
RHENANIA 1st April.
Hongkong, 8th January, 1907.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HOLSTEN 1st January.
AMERICA 1st January.
SILEZIA 27th January.
SAMBIA 10th February.
SAXONIA 22nd February.
SCANDIA 22nd March.
FOR NEW YORK.
NUBIA 22nd January.

NAVIGAZIONE GENERALE ITALIANA.

(Flag and Registry of Italy.)

STEAM FOR BOMBAY, SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS.
Up to CALLAO, PERSIAN GULF, and BAGDAD, HARC, LONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship.

"ISCHIA," Captain Dodero, will be despatched at above, on SATURDAY, the 12th instant, at Noon, instead of as previously advertised.
At Bombay, the Steamer is discharging in Victoria Dock, at 10 A.M.
For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 7th January, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, (KARATSU, KOBE and YOKOHAMA).

THE Steamship.

"KASATO MARU," 6,000 tons, Captain W. C. T. S. Filmer, will be despatched at above, in April, 1907.
Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A daily qualified Surgeon is carried.
For further information, apply to

K. MATSUDA, Manager, Yok Building.

Hongkong, 27th December, 1906.

Consignees.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex a.s. *Malapan and Dordogne*, from Havre ex a.s. *Dordogne*, and from Bordeaux ex a.s. *President Leroy Lottier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.

"Bills of Lading will be countersigned by the Consignees. Goods remaining unclaimed after MONDAY, the 14th January, at 3 P.M. will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th January, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th January, 1907.

NORDEUTSCHER LLOYD BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ HEINRICH" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded, unless notice to the contrary be given, before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th instant, at 3 P.M.

All claims must reach me before the 15th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD BREMEN, MELBOURNE & Co., Agents.

Hongkong, 3rd January, 1907.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN Ports.)

THE Steamship

"SIMLA," Captain C. D. Goldsmith, carrying 1,100 tons, will be despatched from this for BOMBAY, on SATURDAY, the 12th January, 1907, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Orissa*, due in London on the 23rd February, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1906.

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE S.S. "BALAZIE."

Captain A. Alland, will be despatched for MARSEILLES, on TUESDAY, the 22nd January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows—

S.S. *TOURANE* 5th February.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th January, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. and TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing.

Lyra 4,417 H.C. Armstrong 12th Jan.

Shawmut 9,606 E. V. Roberts 5th Feb.

Trinidad 9,606 T. W. Garlick 25th Feb.

* Cargo only.

CHEAP FARE, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Trinidad* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures stowage at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

HAPROED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 19th January, 1907.

S.S. "SIXH" 9th February.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 26th December, 1906.

Shipping—Steamers.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after a notice of the 11th instant, will be landed at Consignees' risk and expense, including the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from Hongkong, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 5th January, 1907.

Hot Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed first from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 608 pints.

Special Prices for Quantities.

Sole Agents—

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 10th January, 1907.

HAWAIIAN PLANTERS AND CHINESE LABOUR.

COOLIES IN DEMAND.

A special agent of the United States Government, who, while en route home from investigating the cotton-goods trade of China, was detained in Honolulu by a steamship wreck, writes that Hawaii, the "cross-roads of the Pacific," is already important to the States politically, commercially, and strategically, and that its importance will be vastly increased with the opening of the Panama Canal.

The Hawaiian territory includes eight principal islands, with a population estimated at 160,000, of whom 8,000 are whites. There are already 50,000 Japanese and 40,000 Chinese in the islands, but Hawaii, like Oliver Twist, planted in asking for more. Hawaii's own great industry is that of sugar, and on the sugar plantations want of labour has been one of the greatest difficulties from the beginning.

The planters twenty-five years ago organized, like the mine-owners of the Rand, a "Labour and Supply Company," but "more labour," says the agent, "is to-day one of the crying needs of the territory."

The difficulty appears to be that Hawaii is too convenient a place to get away from to quarters where higher wages are paid. The average sugar-plantation labourer gets in Hawaii about twenty-one dollars a month, whereas if he goes on to the Pacific coast he can make seven shillings a day in railway construction and other work. The experiment was tried of importing the Russian "Molokans," but they were a failure. The Portuguese have a tendency to drift away to farming on their own account, but so far are among the steadyest and most industrious of the immigrants, and Hawaii has an agent in the Azores to pick up more of them. The Japs are apt and intelligent, but ambitious and restless.

Then it comes about that the planters are strongly in favour of Chinese. The Chinese makes a steady, law-abiding, efficient plantation labourer; he is accustomed to work in cane and rice fields and he is content with small wages. The plantation-owners are, therefore, strongly urging a modification of the United States Chinese Exclusion Act, so as to permit of the importation of a definite number of Chinese for a definite term of years—a short "indentured" labour. On the other hand, those not directly interested in the plantations are against the Chinese. It seems a case of the Transvaal over again—*Full Mail, Gambia*.

PROFESSOR BEHRING ON TUBERCULOSIS.

Stuttgart, Dec. 12.—In the concluding portion of his address on tuberculosis, the late Professor Behring expressed a doubt as to whether those stages of tuberculosis which are under the category of pulmonary consumption can be cured by tuberculin. The method of applying the remedy as a preventive of tuberculosis in infants is to feed them with tuberculin treated milk, or to render the mother's milk with tuberculin.

Professor Behring urged that it was not possible to prevent the tubercular infection of milk by removing the new-born calves from infected mothers, and bringing them up on disinfected milk. Therefore, a tremendous number of cases of tuberculosis in children could be avoided by applying to mankind what was found efficacious in the case of calves. The children of tuberculous parents, he said, were moved from infected dwellings to clean, and replaced in wholesome surroundings, and by bottle-feeding free from tuberculous milk.

Dr. Behring.

auder Jac. F. Kooz... Yangtung

Announcements.

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SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; all alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	70,000	\$115	\$125	\$1,000,000 \$10,350,000 \$150,000	\$1,712,472	{ \$1.15/- @ Ex. 2/11 = \$16.47 for first half. year 1906	\$83 1/2 London 209
National Bank of China, Limited	100,000	£7	£6	{ \$12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1905	140
MARINE INSURANCES.							
Antoni Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$233,638	\$50 for 1905	64 1/2 1907
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 1/2 Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$7,000,000 \$10,000 \$131,131 \$1,131,841 \$50,279 \$800,000 \$61,278 \$15,527 \$1,000,000	\$2,792,271	Interim div. of 3/8 for 1905	51 1/2 7750 buyers
Yangtze Insurance Association, Limited	8,000	\$700	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	94 1/2 1160
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$30	{ \$229,488 \$1,610	\$344,098	\$6 for 1904	64 1/2 1993 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,220,928	\$422,618	\$25 for 1904	74 1/2 1540
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$24	{ \$6,000 \$264,638	\$6,565	\$14 for 1905	7 1/2 5214 sales
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$35,562 \$350,000 \$344,386 \$120,000	NIL	\$24 for year ended 30.6.1906	7 1/2 596
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$350,000 \$600,000 \$144,386 \$120,000	\$5,464	\$1 for 1st half-year 1906	64 1/2 130
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £280,958 £10,000 £1,000,000 £1,000,000	£2,452	10/- @ ex. 2/11 9/16 = \$4.69	51 1/2 181 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 2 1/2	9 1/2 Tls. 544 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 40,000 Tls. 40,000 Tls. 40,000 Tls. 40,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 Interim div. of Tls. 2 1/2	9 1/2 Tls. 544 sellers
Shell Transport and Trading Company, Limited	100,000	£1	£1	{ £4,144 £1,000,000 £1,000,000 £1,000,000	£107,815	1/- (Coupon No. 6) for 1905	4 1/2 30/-
Star Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$318	{ \$1.50 for year ending 30.4.1906 \$0.75	6 1/2 590
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 305,470 Tls. 48,000 Tls. 81,200	13,913	Interim div. of Tls. 2 account 1906	8 1/2 Tls. 50
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$400,000 \$450,000	\$40,914	Final of 8/15 making 52/- for 1905	20 1/2 5123
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$132,588	\$1 for 1907	5 1/2 521
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06	5 1/2 Tls. 80 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,011 none	£12,546	{ Final of 1/- (No. 7) making 2/1 for year ended 28.2.06	7 1/2 Tls. 1070 buyers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none	G. \$909,050	Interim div. of 50 cents for account 1906	10 1/2 G. \$10 sellers
Sub Australian Gold Mining Company, Limited	10,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	10 1/2 104 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	13 1/2 521
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$55,160 \$20,000	\$20,040	\$24 for 1/2 1906	64 1/2 1068 & buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$40,500	\$392,087	\$6 for first half-year ending 30.6.06	84 1/2 1147 buyers
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$88,000	\$2,221	\$1 for 1905	64 1/2 515
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 40,910 Tls. 37,053 Tls. 30,000	Tls. 3,997	Final of Tls. 2 making 7 1/2 for 1905/6	7 1/2 Tls. 105 sales
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 3,705,300 Tls. 37,053 Tls. 30,000	Tls. 57,065	Interim div. of Tls. 8 or account 1906	51 1/2 Tls. 240 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	74 1/2 Tls. 250 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	75,000	Tls. 100	Tls. 100	{ none	none	First year	10 1/2 Tls. 102
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$30,000	\$8,418	\$5 for year ended 30.6.1906	10 1/2 530 sellers
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on 1/2 for 1905 7% on 5/4 for 1905	13 1/2 518 buyers
Do. (Founders)	24,000	\$15	\$15	{ none	\$4,719	{ None	13 1/2 518 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,975 \$19,075	\$10,057	\$5 for first half-year for 1906	9 1/2 511 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$130,000 \$1,000,000 Tls. 40,910 Tls. 37,053	\$67,839	Interim div. of 3/8 account 1906	64 1/2 5109 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 25,000	Tls. 1,935	Final of 6 1/2 = 10% for 1905	16 1/2 Tls. 21 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$208,386 \$50,000	\$4,699	Final of 5/6 making \$100	12 1/2 580 buyers
Imperial Estate & Finance Company, Limited	110,000	\$10	\$10	{ \$50,000	\$5,070	80 cents for 1905	64 1/2 511 buyers
Lowland Land and Building Company, Limited	7,000	\$50	\$50	{ none	\$574	\$24 for 1905	64 1/2 537
Shanghai Land Investment Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 1,700,000	Tls. 52,194	Tls. 3 for half-year 1906	51 1/2 Tls. 77 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	{ Tls. 1,700,000	\$772	Interim div. of 5/2 account 1906	51 1/2 Tls. 57 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Interim div. of 5/2 account 1906	8 1/2 540
COTTON MILLS.							
Luo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,938 \$110,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 45,938 \$110,000	\$21,560	\$12 for the year ending 31.7.06	9 1/2 512
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	9 1/2 Tls. 64
Loan-lung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	74 1/2 Tls. 103
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	74 1/2 Tls. 340 sellers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 1100 sellers
Bells Asbestos Eastern Agency, Limited	8,664	12/6	12/6	{ £814	\$1,856	13 per share for 1905	84 1/2 57 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$10,000	\$1,097	\$5 for 1905	94 1/2 522
China Borneo Company, Limited	10,000	\$12	\$12	{ none	NIL	\$1 for 1904	10 1/2 510
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 180	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,310	60 cents for year ended 28.2.06	6 1/2 510
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000,000 \$50,000	\$1,581	80 cents for 1905	8 1/2 507
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$50,000 \$40,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 510 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$40,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 511
Hall & Holis, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 523 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	{ 60 cents for 10 months ending 28.2.06 \$1.00 for 10 months ending 28.2.06	8 1/2 515
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$10,000 \$10,000 \$10,000 \$10,000	\$2,196	Int. div. of 2/3 for 10 months ending 18.10.06	10 1/2 515
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000 \$10,000 \$10,000	\$3,176	Int. div. of 2/3 for 10 months ending 18.10.06	10 1/2 515
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$50,000 \$2,500	\$5,583	\$0 for 1905 on 5-shares	8 1/2 523
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500	\$2,500	Final of 50 cents making 5/- for the year	14 1/2 57
Maatschappij tot Mijn- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 10,374	4th interim div. of Tls. 7 1/2 making Tls. 30/- so far a/c 1906	94 1/2 Tls. 240 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none	DR. P. 54,324	None	94 1/2 55 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	64 1/2 Tls. 105 sellers
Do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	1906	64 1/2 Tls. 105 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 9,751	Tls. 6 for 1904	13 1/2 Tls. 45 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 45,000 Tls. 24,820 Tls. 25,000	Tls. 2,752	Interim div. of Tls. 5 account 1906	13 1/2 Tls. 120 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	51 1/2 Tls. 874 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 100,000	Tls. 85,592	{ Interim div. of 25/- for 1-year 1906 Interim div. of 5/- for 1-year 1906	10 1/2 Tls. 355 sales
South China Morning Post, Limited	7,000	£20	£20	{ none	DR. \$41,934	None	10 1/2 524
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$14	30 cts. (old) & 15 cts. (new) for year ended 31.5.06	10 1/2 524
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 19,295 Tls. 4,000	Tls. 1,012	Interim div. of Tls. 4 for year 1905/6	7 1/2 Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	{ \$25,000 \$25,000	\$752	70 cents for year ended 31.5.1906	8 1/2 510
Do. (Founders)	100	\$10	\$10	{ \$25,000 \$25,000	\$752	Interim div. of 40 cents for account 1906	8 1/2 510
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Interim div. of 30 cents for account 1906	8 1/2 510
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$180	{ Final of 30 cts. making 80 cts. for the 1-year ended 30th June, 1904	10 1/2 52
DIVIDENDS PAYABLE.							
China Provident Loan & M. Co.							80 cts. Jan. 1906